

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-31 (cancelled).

Claim 32 (currently amended): An automobile interior material or construction sheet comprising:

a foamed layer produced by foaming and fusing together chips, said chips selected from the group consisting of polypropylene chips, polyethylene chips, polyurethane chips, and expanded polystyrene chips;

a short fiber layer produced by carding and setting short fibers including polypropylene fibers and polyethylene fibers in a mixing ratio of 3 to 7 : 7 to 3, on one side or both sides of the foamed layer; and

layers formed on both sides of the automobile interior material or construction sheet by coating at least one material selected from the group consisting of plasters, cements, and ceramic pigments in a predetermined thickness, drying using hot air, and then pressing the material while heating to form an automobile or construction panel,

wherein, the short fibers are interlaced with each other in the foamed layer through a needle punching process so that the short fibers are embedded in a shape of a truss in the foamed layer, and the short fiber layer is set by heating to 120 to 250°C while the portions of the short fibers are pressed to melt the portions of the short fibers exposed outside the foamed layer and then harden the molten portions of the short fibers to form the short fiber layers on the foamed layer.

Claim 33 (currently amended): An automobile interior material or construction sheet comprising:

a foamed layer produced by foaming and fusing together chips, said chips selected from the group consisting of polypropylene chips, polyethylene chips, polyurethane chips, and expanded polystyrene chips;

short fiber layer(s) produced by carding and setting short fibers including polypropylene fibers and polyethylene fibers mixed with each other at a ratio of 3 to 7 : 7 to 3, on one side or both sides of the foamed layer;

a fiber layer produced by secondarily carding fibers including polypropylene or polyethylene fibers, and natural fiber mixed with each other in mixing ratio of 3 to 7 : 7 to 3, and layered on both exposed sides of the foamed layers; and

layers formed on both sides of the automobile interior material or construction sheet by coating at least one material selected from the group consisting of plasters, cements, and ceramic pigments in a predetermined thickness, drying using hot air, and then pressing the material while heating to form an automobile or construction panel,

wherein, the short fibers are interlaced with each other in the foamed layer through a needle punching process so that the short fibers are embedded in a shape of a truss in the foamed layer, and the fiber layers are set by heating to 120 to 250°C while the fiber layers are pressed to melt the portions of the short fibers exposed on outside the foamed layer and then harden the molten portions of the short fibers to form the short fiber layers on the foamed layer and simultaneously attaching entirely the fiber layer to the foamed layer.

Claim 34 (cancelled).

Claim 35 (currently amended): An automobile interior material or construction sheet with excellent processability comprising:

a foamed layer produced by foaming and fusing together chips, said chips selected from any one of the group consisting of polypropylene chips, polyethylene chips, polyurethane chips, and expanded polystyrene chips;

a short fiber layer(s) produced by carding and setting short fibers and natural fibers mixed with each other, on one side or both sides of the foamed layer, wherein the foamed layer and short fibers ~~are made from each~~ are made from the same resin material; and

layers formed on both sides of the automobile interior material or construction sheet by coating at least one material selected from the group consisting of plasters, cements, and ceramic pigments in a predetermined thickness, drying using hot air, and then pressing the material while heating to form an automobile or construction panel,

wherein, the short fibers are interlaced with each other in the foamed layer through a needle punching process so that the short fibers are embedded in a shape of a truss in the foamed layer, and the short fiber layer is(are) set by heating to 120 to 250°C while the portions of the short fibers are pressed to melt the portions of the short fibers exposed outside the foamed layer and then harden the molten portions of the short fibers to form the short fiber layers on the foamed layer.

Claim 36 (new): The automobile interior material or construction sheet according to Claim 32, wherein the material for the layers formed on both sides of the automobile interior material or construction sheet is a plaster.

Claim 37 (new): The automobile interior material or construction sheet according to Claim 33, wherein the material for the layers formed on both sides of the automobile interior material or construction sheet is a plaster.

Claim 38 (new): The automobile interior material or construction sheet according to Claim 35, wherein the material for the layers formed on both sides of the automobile interior material or construction sheet is a plaster.